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SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING VESSELS  
SAFETY

41st session  
Agenda item 18

**REPORT TO THE MARITIME SAFETY COMMITTEE**

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## **1 GENERAL**

### **Introduction**

1.1 The Sub-Committee held its forty-first session from 26 to 30 January 1998 under the chairmanship of Mr. T. Allan (United Kingdom), who was re-elected for 1998 at the opening of the session. The Vice-Chairman, Mrs. L. Zaharia (Romania) was also re-elected for 1998.

1.2 The session was attended by delegations from the following Member Governments:

ARGENTINA	ISRAEL
AUSTRALIA	ITALY
BAHAMAS	JAPAN
BANGLADESH	LIBERIA
BELGIUM	MEXICO
BRAZIL	NETHERLANDS
CANADA	NORWAY
CHILE	PANAMA
CHINA	PERU
COLOMBIA	PHILIPPINES
CUBA	POLAND
CYPRUS	REPUBLIC OF KOREA
DENMARK	ROMANIA
EGYPT	RUSSIAN FEDERATION
FINLAND	SPAIN
FRANCE	SWEDEN
GABON	SYRIAN ARAB REPUBLIC
GERMANY	TURKEY
GREECE	UNITED KINGDOM
ICELAND	UNITED STATES
INDONESIA	VENEZUELA
IRELAND	

and the following Associate Member of IMO:

HONG KONG, CHINA

a representative from the following United Nations Specialized Agency:

FOOD AND AGRICULTURE ORGANIZATION (FAO)

observers from the following intergovernmental organizations:

EUROPEAN COMMISSION (EC)  
ARAB FEDERATION OF SHIPPING

and observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)

INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)  
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)  
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)  
OIL COMPANIES INTERNATIONAL MARITIME FORUM (OCIMF)  
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)  
THE ASSOCIATION OF EUROPEAN SHIPBUILDERS AND SHIP REPAIRERS (AWES)  
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS  
(INTERTANKO)  
INTERNATIONAL COUNCIL OF CRUISE LINES (ICCL)  
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS (INTERCARGO)

1.3 In welcoming participants, the Secretary-General underlined last year's important developments in IMO's endeavours to enhance safety at sea and protect the marine environment and the Sub-Committee's contribution to these developments, in particular the advice it had provided to the MSC and MEPC, which, together with that of other sub-committees, had culminated in 88 guidelines, recommendations and other technical standards and formed the basis of 25 resolutions of a technical nature adopted by the Assembly at its twentieth session.

Referring to the issue of bulk carrier safety, the Secretary-General referred to the SOLAS Conference convened in November 1997, which adopted a new SOLAS chapter XII on Additional safety measures for bulk carriers, as well as important amendments to resolution A.744(18) relating to the enhanced programme of inspections of bulk carriers and oil tankers. He expressed confidence that the implementation of the new measures would contribute significantly to halting the losses of bulk carriers and would create safer conditions for them to perform their important role.

Turning to the safety of fishermen and fishing vessels, the Secretary-General recalled that the issue had been on the agenda of the Sub-Committee for many years. Efforts made in IMO to establish adequate safety standards for fishing vessels had culminated in the adoption of the 1993 Torremolinos Protocol. A further development was the adoption in 1995 of the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, certain aspects of which had been considered by a joint FAO/ILO/IMO Working Group earlier in the year. The Secretary-General noted that, following these developments, the Sub-Committee had been asked to revise the Code of Safety for Fishermen and Fishing Vessels and the Voluntary guidelines for the design, construction and equipment of small fishing vessels, taking into account regional standards as called for by article 3(5) of the 1993 Torremolinos Protocol. In this context, the Secretary-General reiterated his appeal to Member Governments to consider accepting the 1993 Torremolinos Protocol as soon as possible, thus enabling it to come into force soon and fill a noticeable gap in the overall body of existing maritime safety legislation.

On administrative issues, the Secretary-General referred to the revised Guidelines on the organization and method of work of the MSC and MEPC and their subsidiary bodies and urged Members to apply them strictly.

1.4 In responding to the Secretary-General's remarks, the Chairman, in thanking the Secretary-General for the words of encouragement, stated that the Secretary-General's advice and requests would be given every consideration in the Sub-Committee's deliberations. He expressed trust that the new SOLAS chapter XII would improve the safety of bulk carriers. The casualty of the bulk carrier **Flare** and the other large ships lost in the past few weeks actively reminded the Sub-Committee of its responsibilities.

Referring to substantive issues on the agenda of the Sub-Committee, he emphasized, in particular, that the aim of this session was to complete the revision of the Intact Stability Code and progress the work on the

harmonization of the damage stability provisions of SOLAS and the revision of the technical regulations of the 1966 LL Convention. Importantly, the Sub-Committee should also, as instructed by the MSC, progress the revision of those parts of the High-Speed Craft Code, relevant to this Sub-Committee, for completion at the next session.

In the context of the issue on fishing vessel safety, the Chairman pointed out that the Sub-Committee should decide on future actions with regard to the revision of the Code of Safety for Fishermen and Fishing Vessels.

### **Adoption of the agenda**

1.5 The Sub-Committee adopted the agenda (SLF 41/1 and Corr.1) which together with a list of documents considered under each agenda item is set out in annex 1. The Sub-Committee agreed, in general, to be guided in its work by the annotations contained in document SLF 41/1/1.

## **2 DECISIONS OF OTHER IMO BODIES**

The Sub-Committee noted the decisions and comments (SLF 41/2 and SLF 41/2/1) pertaining to its work made by FP 41, MSC 67, FSI 5, DE 40, MEPC 39, MSC 68 and the 1997 SOLAS Conference and took these into account in its deliberations when dealing with relevant agenda items.

## **3 REVIEW OF THE INTACT STABILITY CODE**

3.1 The Sub-Committee had for its consideration the report of the IS Working Group at SLF 40 (SLF 41/3), the report of the Correspondence Group on Intact Stability Code Matters submitted by Norway (SLF 41/3/2) and further submissions pertaining to this item by Germany (SLF 41/3/1 and SLF 41/INF.6), Japan (SLF 41/3/6), Poland (SLF 41/3/4 and SLF 41/3/5) and BIMCO (SLF 41/3/3).

3.2 The Sub-Committee approved the report of the working group at SLF 40 (SLF 41/3) in general and, in particular, noted the group's opinion that the stability provisions of the HSC Code should be included in the IS Code after the revision of chapter 2 of the HSC Code has been finalized.

3.3 Having considered the report of the correspondence group (SLF 41/3/2) and noting that the proposals of the aforementioned working group had been taken into consideration by the correspondence group, the Sub-Committee approved the report in general. After discussing the group's proposals for a periodic review of the IS Code, the Sub-Committee agreed that the matter should be further considered by the working group, referred to in paragraph 3.4 below, with a view to providing advice to plenary as appropriate.

3.4 The Sub-Committee briefly discussed other submissions relating to this item and, having established the working group under the chairmanship of Dr. T.E. Svensen (Norway), referred the above-mentioned reports of the working and drafting groups and the documents submitted to the session to the group. The Sub-Committee instructed the group to finalize a draft text of amendments to the Intact Stability Code and prepare an associated draft MSC resolution.

3.5 Having received the report of the working group (SLF 41/WP.4), the Sub-Committee approved the report in general and took specific decisions as indicated in the ensuing paragraphs.

### **Guidance for shipboard stability management**

3.6 The Sub-Committee noted that the working group had discussed a proposal (SLF 40/3/1) to include a new annex in the IS Code, containing detailed Guidance for shipboard stability management and the proposed text for such an annex, as well as relevant provisions for chapter 2 of the IS Code, and further noted that the working group continued work on defining the scope and contents of the Guidance and that the recommendations resulting from this work would be submitted in a paper to SLF 42.

3.7 The Sub-Committee concurred with the working group on the general need for such Guidance. However, it was found that such a document should be more comprehensive than the proposed text in document SLF 41/3/1 and should cover guidance with respect to both intact and damage stability, as well as a wider range of ship types, in particular, fishing vessels. Subsequently, the Sub-Committee decided that the Guidance for shipboard stability management should be further considered as a separate document and not be incorporated into the IS Code. Having recalled the Committee's instruction to address, wherever necessary, the human element aspects, the Sub-Committee further decided to include the development of the Guidance as a new high priority item in the Sub-Committee's work programme, with a target completion date of 2000, and also in the provisional agenda for SLF 42.

### **Amendments to the Intact Stability Code**

3.8 The Sub-Committee agreed to a draft MSC resolution on Adoption of amendments to the Code on Intact Stability for All Types of Ships Covered by IMO Instruments (resolution A.749(18)), set out in annex 2, for submission to MSC 69 for adoption. The Secretariat was instructed to insert necessary modifications relating to formulae and SI units as prepared by a small group of experts during the session.

3.9 The Sub-Committee, in particular, took note of the following major amendments to the Code:

- .1 a complete replacement of section 3.3 "Effect of free surfaces of liquids in tanks" (SLF 41/3/2, annex 3) was accepted with some minor alterations based on document SLF 41/3/5;
- .2 the proposal contained in document SLF 40/3/3 to remove the deck edge immersion criterion in section 4.1.3 - "Recommended stability criteria" (timber cargoes) was accepted, based upon the provision that the required GM should be not less than 0.10 m in any loading condition;
- .3 the proposal contained in document SLF 40/3/8 to remove the expression "having large windage area" from paragraph 4.2.4.1 under special criteria for fishing vessels was supported. It was agreed that the application of the severe wind and rolling criteria to fishing vessels should be at the discretion of the Administration; and
- .4 the IS Code was harmonized with the relevant revisions of the SOLAS Convention for watertight integrity.

3.10 The Sub-Committee noted that the group had discussed a proposal (SLF 41/3) to add, to the IS Code, a new chapter 8 dealing with means of improving stability safety and agreed to the group's decision not to create such a new chapter.

3.11 The Sub-Committee concurred with the proposals to amend the text of the Code, relating to weight transfers using water ballast on large ships with high GM where it is impractical to use solid weights.

The use of alternative devices for the measurement of inclinations during inclining experiments was also discussed. The Sub-Committee agreed that, as a general rule, one of the two pendulums required may be replaced by a U-tube device or an inclinometer. It was also agreed that the IS Code should permit replacement of all pendulums with alternative devices in cases where the use of pendulums was impracticable but subject to the approval by the Administration. The Sub-Committee invited Members to submit information and details of their experience regarding the use of electronic inclinometers for inclining tests with a view towards refining the performance standards for these devices in the future.

3.12 The Sub-Committee was of the opinion that section 7.6 on "Determination of ship's stability by means of rolling period tests (for ships up to 70 m in length)" should constitute a new annex 3 to the Code and decided to add a relevant amendment accordingly.

#### **Schedule of revisions to the IS Code**

3.13 The Sub-Committee noted the group's proposal that revisions to the IS Code should be made every four years with a relevant publication thereof being prepared accordingly, as well as the recommendation that the item on "Review of the Intact Stability Code" be retained in the Sub-Committee's work programme as a continuous item and should be selected for the agenda of future sessions as appropriate .

3.14 After detailed consideration, the Sub-Committee, while accepting the proposal to retain the review of the IS Code as a continuous low priority work programme item, could not agree with the proposal to customarily review the Code every four years. It was noted that, in accordance with the Guidelines on the organization and method of work of the Committees and their subsidiary bodies, submissions calling for the revision of the Code would be issued as information documents accommodated under the agenda item on "Any other business" and stored until such time as the Sub-Committee decides to request the Committee to transfer the item from the Sub-Committee's work programme to its provisional agenda for consideration at its first session thereafter.

#### **Internet distribution of approved revisions**

3.15 The Sub-Committee noted that approved revisions of the IS Code would be posted, as usual, on the IMO Bulletin Board System, which will, in the near future, be based on an Internet web site in order to allow for easy access until such time when a new edition of the Code is published.

### **4 EXPLANATORY NOTES FOR CARGO SHIPS OF LESS THAN 100 M IN LENGTH**

4.1 The Sub-Committee noted that MSC 66 adopted, by resolution MSC.47(66), amendments to SOLAS chapter II-1 part B-1 concerning damage stability of cargo ships of 80 m and upwards but less than 100 m in length, as developed by the Sub-Committee, which are due to enter into force on 1 July 1998.

4.2 It was recalled that, in the course of preparation of the amendments, the Sub-Committee had realized that there might be a need to also revise resolution A.684(17) on Explanatory notes to the SOLAS regulations on subdivision and damage stability of cargo ships of 100 m in length and over, to make them applicable to cargo ships of less than 100 m in length and instructed, at its fortieth session, the SDS Working Group to consider the matter and advise the Sub-Committee accordingly.

4.3 The Sub-Committee noted the conclusion by the working group (SLF 41/5, paragraph 30) and drafting group (SLF 41/5/2, paragraph 31) that resolution A.684(17) should also apply to cargo ships of

less than 100 m in length and instructed the SDS Working Group, established under agenda item 5, to prepare a relevant draft MSC resolution.

4.4 Having considered the part of the report of the working group (SLF 41/WP.1) relating to the matter, the Sub-Committee agreed to a draft MSC resolution on Extended application of the explanatory notes to the SOLAS regulations on subdivision and damage stability of cargo ships of 100 m in length and over (resolution A.684(17)), set out in annex 3, for submission to MSC 69 for adoption.

4.5 The Sub-Committee considered the work on the subject completed and deleted the item from its work programme.

## **5 DEVELOPMENT OF REVISED SOLAS CHAPTER II-1 PARTS A, B AND B-1**

5.1 The Sub-Committee had for its consideration under this agenda item the reports of the SDS Working Group at SLF 40 (SLF 41/5) and the SDS Correspondence Group (SLF 41/5/3) and other documents submitted by Japan (SLF 41/5/4), the Netherlands (SLF 41/5/1 and SLF 41/INF.3), Norway (SLF 41/5/5, SLF 41/5/6 and SLF 41/5/8), Poland (SLF 41/INF.8), Sweden (SLF 41/INF.5), the United Kingdom (SLF 41/5/2) and the United States (SLF 41/5/7).

5.2 The Sub-Committee, having briefly discussed the reports of the SDS Working Group and the SDS Correspondence Group together with the documents submitted under this agenda item, established the SDS Working Group under the chairmanship of Mr. R.D. Tagg (United States). The Sub-Committee referred the reports and other documents to the working group for detailed consideration, instructing the group to work through the week and prepare a draft text of revised SOLAS chapter II-1 parts A, B and B-1 and, if the group considers that the work should be progressed intersessionally and a correspondence group be re-established, to prepare draft terms of reference for such a group.

5.3 When instructing the group, the Sub-Committee noted an outline of the revised SOLAS chapter II-1 parts A, B and B-1 proposed by the correspondence group in the appendix to annex 3 of document SLF 41/5/3, which was based on a functional approach and included the following parts:

- part B-1 : Subdivision and damage stability;
- part B-2 : Intact stability, load lines and operational requirements; and
- part B-3 : Subdivision, watertightness and weather tightness,

and further comments thereon by Japan (SLF 41/5/4) and Norway (SLF 41/5/5) and agreed that the group should consider this issue and advise the Sub-Committee on the outline of the revised SOLAS chapter II-1 parts A, B and B-1 for the plenary to finally decide.

5.4 The delegation of Japan, supported by the delegations of Greece and the Republic of Korea, expressed the view that the contents of the present regulations of SOLAS chapter II-1 part B-1 for cargo ships should be retained, because there is no compelling need to amend them at this stage. That delegation also stated that the background of formulae in the damage stability regulations and the changes to the present regulations of part B-1 for cargo ships should be clarified.

5.5 Having received part 1 of the report of the group (SLF 41/WP.1), the Sub-Committee approved



the report in general and took specific decisions as outlined in the following paragraphs.

### **Harmonization philosophy**

5.6 The Sub-Committee concurred with the view of the majority of the group that to achieve meaningful harmonization the basic probabilistic methodology should be the same for cargo and passenger ships, unless justified by the inherent differences between the ship types. At the same time, it was recognized that the new draft regulations should maintain the existing level of safety for cargo and passenger ships embodied in SOLAS. The key test will be that cargo ships designed according to the existing SOLAS chapter II-1 part B-1 should have approximately the same safety level (i.e. A/R) using the new harmonized regulations.

5.7 The Sub-Committee agreed that the existing explanatory notes to subdivision and damage stability regulations for passenger ships (MSC/Circ.153) and those for cargo ships (resolution A.684(17)) should be reviewed with the intention of producing a harmonized set of explanatory notes for the new regulations, and invited the Committee to include in the Sub-Committee's work programme a new high priority subitem on "Development of explanatory notes for harmonized SOLAS chapter II-1 parts A, B and B-1", with two sessions needed for completion, under the work programme item on "Harmonization of damage stability provisions in IMO instruments".

### **Draft basic outline for a revised SOLAS chapter II-1 parts A, B and B-1**

5.8 The Sub-Committee was of the opinion that the ongoing work on harmonization of damage stability requirements had now reached the stage where it was necessary to decide how the proposed regulations should be fitted into SOLAS chapter II-1, and the whole chapter looked upon as an entity. Removal of the floodable length and current deterministic damage stability requirements made a thorough re-write of part B necessary and, in doing so, consistency between new and old regulations needed to be ensured. Further, it was recognised that, even if amendments to regulations which were not directly affected by the harmonization process could be said to lie outside the Sub-Committee's scope of work, it was inevitable that most of the current regulations would at least need re-numbering.

5.9 The Sub-Committee agreed, in principle, to a draft outline for the revised SOLAS chapter II-1 parts A, B and B-1, detailed in annex 1 to SLF 41/WP.1, which was developed by the working group to tie together the new and existing texts, identify unresolved references to the old concepts, and take account of the scattering of various types of requirements throughout the current text of the Convention, in the understanding that it may still be subject to modification as detailed harmonization work progresses intersessionally.

5.10 The delegation of Japan stated that the position expressed in paragraph 5.4 above remains valid until such time that Japan is satisfied that the new requirements for cargo ships are substantially the same as for the existing requirements of part B-1.

### **Establishment of the correspondence group**

5.11 As advised by the group, the Sub-Committee re-established the Correspondence Group on

Subdivision and Damage Stability, under co-ordination of Sweden<sup>\*</sup>, and instructed it to:

- .1 continue with the development of a revised SOLAS chapter II-1 parts A, B and B-1, using as basic documents parts 1 and 2 of the SDS Working Group's report (part 2 to be issued shortly after SLF 41), together with any related submissions by Members;
- .2 evaluate a number of passenger and cargo ships using the draft revised SOLAS chapter II-1 regulations available at the time, in order to rationally evaluate proposals for the required subdivision index R at SLF 42; and
- .3 submit a revised and renumbered draft SOLAS chapter II-1 for further consideration at SLF 42.

## **Part 2 of the report of the working group**

5.12 The Sub-Committee further received an oral report of the Chairman of the working group on the progress made on the item at the session and, having noted the information provided, requested the Chairman of the group to submit a written report (part 2) to SLF 42, shortly after this session, in order that the correspondence group could take the outcome of the working group into account.

## **6 REVISION OF TECHNICAL REGULATIONS OF THE 1966 LL CONVENTION**

6.1 The Sub-Committee had for its consideration under this agenda item the reports of the working group at SLF 40 (SLF 41/6) and of the correspondence group re-established by SLF 40 (SLF 41/6/2) and other documents submitted by China (SLF 41/6/1 and SLF 41/INF.2), Germany (SLF 41/6/7), the Netherlands (SLF 41/INF.11), Norway (SLF 41/6/8), Poland (SLF 41/6/9) and IACS (SLF 41/6/3, SLF 41/6/4, SLF 41/6/5 and SLF 41/6/6).

6.2 The Sub-Committee discussed briefly the reports of the working and drafting groups and approved them in general. In reviewing the report of the correspondence group (SLF 41/6/2) whose work, in accordance with its terms of reference, was focused on the feasibility of applying computational methods in the determination of freeboard for conventional ships, the Sub-Committee noted that the group:

- .1 overviewed the load line work carried out by various countries;
- .2 evaluated computational methods and results relating to bow height and freeboard and

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### **\*Co-ordinator**

Mr. Joakim Heimdahl  
M.Sc. Naval Architect  
National Maritime Administration  
Slottsgatan 82  
S-601 78 Norrköping  
Sweden

Tel: + 46 48 02 51 28

Fax: + 46 11 23 99 34

formulated a set of preliminary conclusions;

- .3 considered whether watertight integrity aspects of the 1966 LL Convention needed to be revised and concluded that more data was necessary to substantiate the need;
- .4 considered whether, by eliminating specific damage survivability requirements from the Convention, it is possible to ensure an equivalent level of safety of a damaged ship based on probabilistic considerations and agreed that this matter should be dealt with by the SDS Working Group;
- .5 was of the opinion that, as the High-Speed Craft Code is under review, it can also address load line issues and therefore there would be no need to address high-speed craft in the revised LL Convention, except for maintaining the possibility of issuing an exemption certificate; and
- .6 defined the subsequent work of the correspondence group.

6.3 Following brief discussion of the other documents submitted to the session, the Sub-Committee established the working group under the chairmanship of Dr. J.O. de Kat (Netherlands) and, having referred the reports of the working and correspondence groups and other documents submitted to the session to the group for detailed consideration, instructed it to continue working through the week on the revision of technical regulations of the 1966 LL Convention. The group was requested to prepare a preliminary text of draft amendments to the Convention, for consideration by SLF 42 and draft terms of reference of the correspondence group, for consideration by plenary.

6.4 In the course of discussion, the delegation of the Russian Federation drew attention to the matter of issuance of the International Load Line Exemption Certificate which should be issued, if exemption is granted, in lieu of the International Load Line Certificate, and proposed that a procedure similar to that of the 1974 SOLAS Convention where the exemption certificate is issued in addition to the safety certificate should be followed. The Sub-Committee instructed the group to discuss the matter and advise the plenary accordingly.

### **Unified interpretations of the 1966 LL Convention**

6.5 The Sub-Committee considered document SLF 41/6/6 (IACS) wherein IACS submitted a number of IACS Unified Interpretations of the 1966 LL Convention with a view to adoption by the Organization. In this respect, the Sub-Committee recalled that, in the past, the Organization adopted IACS Unified Interpretations of the Convention and disseminated them by means of circulars LL.3/Circ.69 and LL.3/Circ.77.

6.6 Having noted that a set of interpretations contained in document SLF 41/6/6 constituted revision of some interpretations referred to in the aforementioned circulars, and new interpretations, the Sub-Committee agreed, in accordance with the Guidelines on the organization and method of work of the Committees, to invite the Committee to endorse the work in view of:

- .1 the need to update the interpretations contained in the above-mentioned circulars;
- .2 the fact that the work would not take much time and could be completed within one session as only editorial modifications to the proposed IACS interpretations may be

required,

and invited the Committee to include a new high priority item on "Interpretations of the 1966 LL Convention" in the Sub-Committee's work programme, with a target completion date of 1999, and in the provisional agenda for SLF 42.

### **Acceptance of the 1988 LL Protocol**

6.7 The Chairman, referring to the need to bring the 1988 LL and 1988 SOLAS Protocols into force as soon as possible, informed the Sub-Committee that, against the required number of 15 LL Contracting Governments and tonnage of 50% of the world total, 28 acceptances representing 42% of the world tonnage had already been received and that, consequently, there was a need for another 8% for the LL Protocol to enter into force. The Sub-Committee, being reminded that, by means of that Protocol, the tacit amendment procedure will be introduced into the Convention, thus allowing amendments adopted thereto to come into force, encouraged Governments concerned to consider accepting the two Protocols as soon as possible.

### **Report of the working group**

6.8 Having considered the report of the group (SLF 41/WP.5), the Sub-Committee approved the report in general and took specific decisions as indicated in the following paragraphs.

### **International Load Line Exemption Certificate**

6.9 The Sub-Committee noted that the group was in favour of harmonizing the procedures with regard to the issuance of a load line exemption certificate with that of a SOLAS certificate and agreed that the group should look into harmonizing the procedures of issuing a load line exemption certificate as part of amending the text of the 1966 LL Convention.

### **IACS Unified Interpretations (document SLF 41/6/6)**

6.10 The Sub-Committee noted that the group had taken the IACS Unified Interpretations contained in document SLF 41/6/6 into consideration and found them acceptable. The Sub-Committee, while noting that Unified Interpretation LL 61 had been taken into account by the IS Working Group, decided that Unified Interpretation LL 45 should be taken into consideration by Germany when preparing the draft model stability booklet referred to in section 11.

### **Damage stability requirements in regulation 27 of the 1966 LL Convention**

6.11 The Sub-Committee noted that the group, having noted the decision taken by the working group at SLF 40 that damage stability requirements be eliminated from paragraphs 3, 7, 8 and 9 of regulation 27, had agreed, in principle, on such elimination. However, it felt that it was not possible at this stage to do so, prior to arriving at the revised format for the Convention and the final outcome of the SDS harmonization work. The Sub-Committee further noted that the group had re-emphasized its opinion that compliance with damage stability requirements should not be considered as a justification for a reduction of freeboard, e.g. from type B to B-60 freeboard under a future Convention.

### **Re-establishment of the correspondence group**

6.12 The Sub-Committee agreed to re-establish a correspondence group under joint co-ordination of Germany\* and the Netherlands\* to continue to work on the issue intersessionally, with the following terms of reference:

- .1 carry on further work related to the development of a comprehensive text of amendments;
- .2 further define a practical format for minimum required bow height and freeboard;
- .3 consider the aspect of reserve buoyancy in the revised Convention;
- .4 consider functional requirements for safety with respect to water on deck;
- .5 review and verify proposals for revised freeboard and bow height, in particular the proposal by China (SLF 41/6/1);
- .6 derive alternative proposals for freeboard and bow height (definition of minimum freeboard as function of longitudinal position);
- .7 collect relevant model test data for validation purposes;
- .8 investigate the influence of wave directions other than head seas on required freeboard, including the effects of directional spreading;
- .9 investigate the influence of nonlinear effects on bow height and freeboard;
- .10 complete investigation of seasonal freeboards;
- .11 compare new formulations for freeboard and bow height (refer to document SLF 41/6/2) with values for existing ships;
- .12 define the application of direct computation method to conventional ships with novel features;
- .13 prepare a draft text of amendments to the 1966 LL Convention; and
- .14 submit the report to SLF 42.

#### Extension of the target completion date

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##### **Co-ordinators**

Mr. Hans Vermeer  
Directorate General for Freight Transport  
P.O. Box 20904  
2500 EX The Hague  
The Netherlands

Tel: +31 70 351 1526

Fax: +31 70 351 1598

Ms. Anneliese E. Jost  
Ship Safety Division  
Germanischer Lloyd  
PO Box 11 16 06  
D-20416 Hamburg  
Germany

Tel: +040 36 14 9(0) - 635 office

Fax: +040 36 14 92 00

E-mail: jt@hamburg.germanlloyd.de

6.13 The Sub-Committee noted the opinion of the group regarding the time needed to complete the work on the revision of the Convention and decided to invite the Committee to extend the target completion date of this item to 2000.

## **Part 2 of the report of the working group**

6.14 Having further received an oral report of the Chairman of the working group on the progress made at this session, the Sub-Committee noted the information provided and requested the Chairman of the group to submit a written report (part 2) to SLF 42, shortly after this session, in order that the correspondence group could take the outcome of the working group into consideration.

## **7 REVISION OF THE FISHING VESSELS SAFETY CODE AND VOLUNTARY GUIDELINES**

7.1 The Sub-Committee recalled that SLF 39 had noted the development of regional standards, as called for by article 3(5) of the 1993 Torremolinos Protocol, within the EC and Asia Pacific regions and had agreed that, in order to avoid possible conflicts between the Code of Safety part B, as revised and such regional standards, these regional standards should be taken into consideration when the Code is revised. The Sub-Committee, therefore, agreed that the revision of the Code should be undertaken when a reasonably developed draft text of these regional standards is made available to IMO and invited Members to submit any information on regional standards to the Sub-Committee to enable it to decide on further action with regard to the revision of the Code of Safety part B applicable to fishing vessels of 24 metres in length and over and the Voluntary Guidelines applicable to fishing vessels under 24 metres in length. In the meantime, SLF 40 had invited Members to continue submitting proposals for the revision of technical provisions of the Code and the Guidelines to be considered in detail at its subsequent sessions.

7.2 The Sub-Committee was informed that MSC 68 had noted the information provided by Japan in document MSC 68/INF.10 which contains the outcome of the Conference on safety of fishing vessels operating in the East and South-East Asia region, held in Tokyo (2 to 6 February 1997), including the Guidelines for the safety of fishing vessels of 24 m and over but less than 45 m in length operating in the East and South-East Asia region, and referred the document to this Sub-Committee for consideration.

7.3 The Sub-Committee was also advised that MSC 68 had noted the information by the EC observer that the 1993 Torremolinos Protocol would be implemented within the European Community through an EC Directive as from 1 January 1999 when the European regional agreement would implement article 3(5) of the Protocol ensuring the application of harmonized safety standards on fishing vessels of 24 m in length and over, which was expected to be concluded possibly before the end of 1997.

7.4 In this context, the EC observer informed the Sub-Committee that the European Community adopted, on 10 December 1997, European legislation introducing a harmonized safety regime for fishing vessels of 24 m in length and over. This legislation, which is entirely based upon the 1993 Torremolinos Protocol and has been established as a regional agreement as referred to in article 3(5) of that Protocol, will apply from 1 January 1999. The Organization will soon officially be notified about this decision.

7.5 The representative from FAO informed the Sub-Committee that in excess of 15 million fishers are employed in fish capture from fishing vessels of whom more than 90% are employed on vessels under 45 m for which a number of chapters of the 1993 Torremolinos Protocol contain no specific requirements, and of which a significant number operate outside those areas for which regional guidelines for vessels over 24 m have been developed. Noting the importance of fisheries in developing countries as a means of

earning foreign exchange, of providing food of high nutritional value and of providing employment, and noting furthermore that the evident shift of fishing effort from coastal waters (being generally fully or over exploited) to offshore waters is not always accompanied by the required increase in safety of the vessel, the attention of the Sub-Committee was drawn to the desire of many developing countries to develop and incorporate regulations into their legislation to address this issue. Since the Code of Safety and the voluntary Guidelines play an important role in forming the basis of such regulations, the Sub-Committee was urged to consider and identify means by which the finalization of the revision could be ensured.

7.6 Having briefly reviewed the aforementioned document MSC 68/INF.10 (Japan) and the annexed Guidelines and document SLF 41/INF.7 (Iceland) providing information on a study on intact stability of fishing vessels and on an ongoing project on intact stability of fishing vessels undertaken with the purpose to collect stability data for all fishing vessels for which no stability information exists and more complete stability booklets for these vessels, the Sub-Committee noted the information and expressed appreciation to Japan and Iceland for the information provided.

7.7 The Sub-Committee had a general discussion on how work on the revision of the Code and the Guidelines should be further undertaken. In this respect, the Sub-Committee recalled its previous opinion (SLF 38/20, paragraphs 9.7 and 9.8) that:

- .1 both the Code of Safety, part B and the voluntary Guidelines would merit being updated and maintained as instruments also after the 1993 Torremolinos Protocol came into being;
- .2 the different instruments must not contain competing standards; consequently, whenever in the course of amending the Code of Safety, part B, provisions were included which are also covered by the Protocol, its relevant texts should be used for the Code of Safety as well, notwithstanding the possibility to detail them further, if found appropriate; and
- .3 those chapters within the Code, to which the corresponding chapters of the Protocol allow regional standards, should contain technical provisions, which represent the desired level of safety, but at the same time make reference to any existing regional standards. This would leave the Administration wishing to use the Code with the option to apply the most suitable set of standards taking account of the area of operation of their vessels.

7.8 Following the above discussion, the Sub-Committee, bearing in mind the statement by FAO's representative and the related 1993 Torremolinos Conference resolution 4, reiterated the above views and agreed to discuss at the next session how the work on the revision of the Code and the voluntary Guidelines should be pursued, when the information on the regional standards adopted by EC is expected to be made available. Such revision should take into account the texts of the Protocol itself, of any regional standards communicated to the Organization as well as the Code of Safety and the voluntary Guidelines. Members were invited to submit comments and proposals to SLF 42 when, as discussed, the Sub-Committee will consider establishing a correspondence group and extension of the target completion date of this item.

7.9 The delegation of Japan supported by the delegation of the Philippines and others, observed that the main purpose of the revision of the Code was to provide guidance to those States which have not developed regional or national standards. Therefore, the revised Code should not affect the status of any regional standard already developed in accordance with article 3(5) of the 1993 Torremolinos Protocol .

7.10 In the meantime, the Sub-Committee decided to reiterate its invitation to the Committee to urge

Members to make the necessary steps for bringing the 1993 Torremolinos Protocol in force.

## **8 GUIDELINES FOR SHIPBOARD LOADING AND STABILITY COMPUTER PROGRAMS**

8.1 The Sub-Committee recalled that SLF 40 in the context of its work on draft guidelines for the on-board use and application of computers, co-ordinated by the DE Sub-Committee, had developed and, in general agreed to the draft Guidelines for shipboard loading and stability computer programs as set out in annex 5 to SLF 40/20, and had invited DE 40 to provide its comments on the draft Guidelines to this session when the Sub-Committee intended to finalize them.

8.2 Noting that no comments or proposals for modifications to the draft Guidelines had been submitted to the session, the Sub-Committee reviewed the draft Guidelines and, having agreed to some editorial modifications to the draft Guidelines, agreed to a draft MSC Circular on Guidelines for shipboard loading and stability computer programs, as set out in annex 4, for submission to MSC 69 for approval.

8.3 The Sub-Committee, having reiterated its view, at SLF 40, that the aforementioned guidelines could be annexed to the Guidelines for the on-board use and application of computers, which are currently under finalization by the DE Sub-Committee, agreed to invite the Committee to instruct the Secretariat to annex the Guidelines for shipboard loading and stability computer programs to the Guidelines for the on-board use and application of computers, after the latter has been finalized and approved by the Committee for circulation.

8.4 The Sub-Committee considered the work on the subject completed and deleted the item from its work programme.



## **9 GUIDELINES FOR DAMAGE CONTROL PLANS**

9.1 The Sub-Committee recalled that SLF 40 had noted the draft Guidelines for damage control plans, set out in annex 6 to SLF 40/20, prepared by the drafting group at SLF 40 in the context of its work on the role of the human element in maritime casualties, and invited the DE and FP Sub-Committees to provide their comments on the draft Guidelines to SLF 41.

9.2 In this respect the Sub-Committee noted that DE 40 had invited its Members to consider, in detail, the draft Guidelines and submit any comments and proposals directly to SLF 41 and that FP 41 requested its Members to reflect their views from the fire protection point of view when dealing with this issue at SLF 41.

9.3 The Sub-Committee considered, in detail, proposals for modifications to the draft Guidelines submitted by Denmark (SLF 41/9/1) and the Russian Federation (SLF 41/9) concerning the various criterion of "safe" levels after damage and flooding of one or a group of compartments. Having agreed to the proposal, in general, the Sub-Committee established a drafting group and instructed the group to prepare a final text of the draft guidelines and an associated draft MSC circular taking into account the aforementioned proposals and further comments made in plenary.

9.4 The Sub-Committee considered the report of the drafting group (SLF 41/WP.6) and noted the revised text of the draft Guidelines for damage control plans, prepared by the group and further modified following the discussion in plenary, as set out in annex 5.

9.5 The Sub-Committee agreed to the following general performance issues relating to the draft Guidelines:

- .1 there is a clear need for a visual system in order to provide the master with a rough idea of the severity of the situation. However, the Sub-Committee agreed that the damage control plan should not, itself, be colour-coded on survival issues but colours could be used to highlight parts of the construction and significant safety areas of the ship;
- .2 there is a need to carefully devise the colour-coded stability consequence diagrams to ensure a safe and timely response by the master and officers;
- .3 there is a potential for misinformation and a false sense of security; and
- .4 taking into account that no guidelines could address all conditions, the purpose of the Guidelines for damage control plans is to establish sufficient performance requirements.

9.6 The Sub-Committee agreed that there should be a limited number of stability consequence diagrams which relate to the damage control plan, conveniently kept in the damage control booklet for use in the event of emergency.

9.7 With regard to cargo ships, the Sub-Committee agreed that the probabilistic "s" factor is a recognized survivability factor.

9.8 The delegation of Japan stated that before the Sub-Committee decides to introduce the stability consequence diagram, there is a need to clarify a number of issues, such as the legal basis for requiring

such diagram, whether the diagram should be introduced for new and existing passenger and cargo ships, the cost for the production of the diagram and the suitability of the use of the "s" factor as a survivability factor.

9.9 In respect of passenger ships, the Sub-Committee agreed that the "s" factor, similar to the "s" factor for cargo ships, did not exist at present. Taking into account that the work of the Organization was moving towards the harmonization of the rules and regulations which apply to cargo ships and passenger ships in this regard, the Sub-Committee also agreed that the conditions and values for the "s" factor for cargo ships (paragraph 4.12 of the draft Guidelines) could apply to passenger ships in the future.

9.10 The Sub-Committee noted the view of the delegation of the Russian Federation regarding the need for the harmonization of SOLAS regulations II-1/23, 23-1 and 25-8.1 and instructed the SDS Working Group to take this into consideration in the course of the development of the revised SOLAS chapter II-1 parts A, B and B-1.

9.11 The Sub-Committee recognized that the damage control plan and booklet were closely linked with the Organization's remit to consider the human element in all matters. Consequently, the Sub-Committee decided that the draft Guidelines should be submitted to STW 30 for comments regarding relevant training requirements and any other issues the STW Sub-Committee may deem appropriate in the context of the Guidelines. The Sub-Committee being informed that STW 30 is scheduled to meet shortly before its next session, requested the Committee to instruct the Secretariat to convey the outcome of STW 30 on this issue to SLF 42 to enable the Sub-Committee to finalize the revision of the draft Guidelines at SLF 42.

9.12 In the light of the above, the Sub-Committee decided to invite the Committee to extend the target completion date of the item to 1999.

## **10 REVISION OF THE HSC CODE**

10.1 The Sub-Committee recalled that, following the inclusion, by MSC 66, of this high priority item, co-ordinated by the DE Sub-Committee, in the Sub-Committee's work programme with a target completion date of 1999, SLF 40 established a Correspondence Group on the Revision of Stability Aspects of the HSC Code to consider, in detail, documents, so far available, proposing modifications to the HSC Code and to prepare a draft text of amendments to chapter 2 - "Buoyancy, stability and subdivision" of, and annexes 6 and 7 to, the Code.

10.2 The Sub-Committee noted that DE 40 had considered various proposals for amendments to the HSC Code and had developed a table of items which should be considered by the relevant sub-committees (DE 40/WP.8) and had also agreed that work on the revision of the Code should be guided by the principle that the revised requirements relating to the structure should primarily apply to new craft only and that any such requirements intended for existing craft should be developed separately at a later date.

10.3 The Sub-Committee discussed the report of the Correspondence Group on the Revision of Stability Aspects of the HSC Code (SLF 41/10/1) and:

- .1 with regard to the group's proposals that existing dynamically supported craft should comply, within a timescale agreed, with SOLAS regulation II-1/8 (in the case of monohull ro-ro passenger craft) and annex 7 of the HSC Code (in the case of multihull ro-ro passenger craft), noting that this would imply development of amendments to the DSC Code (resolution A.373(X)) and that this work was beyond the remit of the Sub-Committee, agreed to invite the Committee to include a new high priority item on

"Amendments to the DSC Code: damage stability requirements for existing ro-ro passenger craft" in the Sub-Committee's work programme, with a target completion date of 2000 and also in the provisional agenda for SLF 42. Some delegations expressed the view that any submissions proposing amendments to the DSC Code should be fully justified and demonstrate compelling need for such amendments; and

- .2 concurred with the opinion of the group that the revised HSC Code should include all load line issues relevant to high-speed craft and that such craft should be exempted from any revised Load Line Convention.

10.4 Having discussed, in detail, the annex to the report, containing a draft revised text of chapter 2 of, and annex 7 to, the HSC Code, together with comments thereon submitted by China (SLF 40/10) and Norway (SLF 41/10/2), the Sub-Committee:

- .1 agreed, in principle, to the modifications, proposed in plenary, to chapter 2 paragraphs 2.1.4, 2.2.1.2, 2.2.4, 2.2.5.6, 2.2.6, 2.2.8, 2.2.9 and annex 7 paragraph 1.4.1;
- .2 agreed to inclusion of new paragraphs 2.2.5 and 2.2.10 as proposed by Norway;
- .3 with regard to the text of paragraph 2.2.7 addressing the issue of the proposed requirement for inner doors to be fitted on craft with bow loading openings, decided that this proposal, which could apply to both passenger and cargo ro-ro craft, should be further debated at SLF 42. It was also clarified that exemptions could be given to this requirement depending on the height of the vehicle deck above the waterline or if, by calculation, it could be shown that the craft could survive with an amount of water accumulated on the vehicle deck. It was established that the latter issue was not a requirement for the craft to survive with an amount of water on the deck but that such a calculation could be used as a condition for exemption from the fitting of inner bow doors. Further discussion on the issue demonstrated that other conditions of exemption could be considered such as open freeing ports which could prevent an accumulation of water in the vehicle deck. The Sub-Committee agreed to leave the text of the paragraph in square brackets for further consideration by the correspondence group;
- .4 agreed that the correspondence group should consider developing a definition of the term "ro-ro cargo space", for the purpose of paragraph 2.2.8;
- .5 decided to leave in square brackets the text in chapter 2 paragraphs 2.3.3, 2.6.7, 2.9, 2.13, 2.15.1, 2.15.2, 2.15.8 and annex 7 paragraphs 1.3 and 2.2, for further consideration by the correspondence group; and
- .6 referred consideration of the contents of the footnote to the title of chapter 2 paragraph 2.13, to the correspondence group.

10.5 The Sub-Committee established a drafting group under the chairmanship of Mr. A. Blyth (United Kingdom) and instructed it, working through the week, to prepare a revised text of draft amendments to chapter 2 of, and annexes 6 and 7 to, the HSC Code, with a view to submitting to SLF 42, and draft terms of reference of the correspondence group, for consideration by plenary.

10.6 Having received an oral report of the Chairman of the drafting group, the Sub-Committee noted

the information provided, in particular, that the following issues needed further consideration:

- .1 the requirements in respect of the longitudinal extent of bottom damage, taking account, as appropriate, the outcome of the SDS Working Group and MARPOL 73/78;
- .2 the insertion of the text addressing some load line requirements not currently covered by chapter 2 of the HSC Code;
- .3 the reduction of wind pressure used in applying the stability criteria in order to be consistent with the limits given in the Permit to Operate;
- .4 the location of, and possible exemptions to, the requirement for an inner bow door on ro-ro craft with bow loading doors; and
- .5 the residual freeboard to downflooding openings after damage,

and requested the Chairman of the drafting group to finalize the group's report to SLF 42, as soon as possible after this session, in order that the correspondence group could take it into consideration.

10.7 The delegation of Norway wished to record their desire that the discussion on the application of water-on-deck criteria to damaged ro-ro high-speed craft be re-opened at some time in the future.

10.8 As suggested by the drafting group, the Sub-Committee agreed to invite Members to undertake the following to support the revision of the HSC Code:

- .1 make available all historical records relating to the extent of bottom damage experienced by high-speed craft;
- .2 ensure that such records are kept in future;
- .3 examine the impact of the draft revised requirements of the HSC Code on current high-speed craft designs, in conjunction with such craft designers and builders, to ensure that the requirements are practical; and
- .4 conduct further research into methods of predicting the extent of structural damage after grounding or collision.

### **Establishment of the correspondence group**

10.9 The Sub-Committee, in order to progress the work with a view to finalizing the item at the next session, agreed to re-establish the correspondence group under co-ordination of the United Kingdom\* with

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\*Co-ordinator  
Mr. Andrew G. Blyth  
Blyth Bridges Marine Consultants Ltd  
13 Kingdom Close, Brunel Way  
Fareham, Hampshire  
PO15 5TJ, United Kingdom

Telephone : 01489 574432

the following terms of reference:

- .1 to consider, in detail, proposals and comments related to the text in square brackets contained in the annex to document SLF 42/5 with a view to preparing a final proposed text;
- .2 to consider the inclusion of appropriate load line requirements in the relevant chapters of the HSC Code; and
- .3 to submit a report with a text of proposed amendments to the HSC Code, to SLF 42.

### **Completion of the work on the revision of the HSC Code**

10.10 Having agreed to finalize its work on the revision of stability and load line issues of the HSC Code at its next session and bearing in mind the expected proximity between SLF 42 and DE 42, which is the co-ordinator of work on the revision of the HSC Code, the Sub-Committee invited the Committee to instruct the Secretariat to convey the outcome of the consideration of this item at SLF 42 to DE 42, in accordance with the Guidelines on the organization and method of work of the Committees and their subsidiary bodies.

## **11 MODEL STABILITY BOOKLETS AND LOADING MANUALS**

11.1 The Sub-Committee recalled that SLF 40 had agreed that a model stability booklet and loading manual should be developed and that the delegation of Germany had offered to prepare a draft of such a model for consideration at this session.

11.2 Having discussed the proposed draft model stability booklet submitted by Germany (SLF 41/11), the Sub-Committee agreed that the draft model booklet should be further elaborated to cater for the following:

- .1 suitability of the categorization of information as given in MSC/Circ.456 (see also paragraph 6.10);
- .2 abbreviations and symbols with regard to future IMO standards;
- .3 scope of category 1B and 2B information with regard to different ship types;
- .4 number and presentation of loading conditions;
- .5 parameters used for selecting loading conditions;
- .6 scope of operational parameters, like SOLAS-sightlines and others;
- .7 presentation of stability criteria (KG - or GM - limits, curves or tables);

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Facsimile : 01489 578862  
E-mail : BlythBridges@compuserve.com  
blyth@blythbridges.co.uk

- .8 incorporation of damage stability criteria;
- .9 legal aspects (identification, control of pages and updates); and
- .10 associated documents (capacity plan, tank tables, etc.),

and that the technical terms, abbreviations and symbols in the stability booklet should be consistent with those in other IMO instruments.

11.3 Following further discussion, the Sub-Committee agreed to the offer by the delegation of Germany\* to carry out the revision of the draft model booklet, taking into account the above-mentioned issues and submit the revised draft model stability booklet to SLF 42, when the Sub-Committee intends to finalize it.

11.4 Members were invited to submit their comments and proposals on the draft model stability booklet (SLF 41/11) and aforementioned issues, as soon as possible, to Germany in order they could be taken into account in the course of preparation of the revised draft model stability booklet.

## **12 REQUIREMENTS FOR EXISTING ONE-COMPARTMENT-STANDARD PASSENGER SHIPS CARRYING 400 PERSONS OR MORE**

12.1 The Sub-Committee recalled that SLF 40, having prepared, for approval by MSC 67, a draft new SOLAS regulation II-1/8-3 on Special requirements for passenger ships, other than ro-ro passenger ships, carrying 400 persons or more, to be applied to new and existing ships was divided in respect of the application of the requirements to existing ships, as reflected in paragraphs 5.5 to 5.8 of SLF 40/20, and invited the Committee to decide as appropriate.

12.2 The Sub-Committee noted that MSC 67, having considered the proposed draft SOLAS regulation, had approved and MSC 68 had adopted, by resolution MSC.65(68), a new SOLAS regulation II-1/8-3 applicable to new ships, which is expected to enter into force on 1 July 1999. The Sub-Committee also noted that MSC 67 had decided that SLF 41 should consider, with a view to advising MSC 69, the application of the provisions of this new SOLAS regulation to existing one-compartment-standard passenger ships carrying 400 persons or more, taking into account the implication of such an application and the provisions of resolutions A.500(XII) and A.777(18), as appropriate, and had included a new item in the Sub-Committee's work programme with a target completion date of 1999.

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\*Prof. H. Kaps  
Hochschule Bremen  
Fachbereich Nautik  
Werderstrasse 73  
28199 Bremen  
Germany  
Telephone : +49-(0)421/5905-850  
Telefax : +49-(0)421/5905-851  
e-mail : gauss@fbw.hs-bremen.de

12.3 The Sub-Committee, during the discussion of the issue, noted that there was no further proposals justifying, as required by the aforementioned resolutions, the need to apply the provisions of the new SOLAS regulation II-1/8-3 to existing one-compartment-standard passenger ships carrying 400 persons or more, and agreed that no further action should be taken on the matter and the Committee be invited to delete the item from the Sub-Committee's work programme.

12.4 The Committee is invited to note the outcome of consideration of the matter and take action as appropriate.

### **13 HARMONIZATION OF DAMAGE STABILITY PROVISIONS IN OTHER IMO INSTRUMENTS, INCLUDING THE 1993 TORREMOLINOS PROTOCOL**

13.1 The Sub-Committee recalled that SLF 37 had included this item in the Sub-Committee's work programme under the general heading "Harmonization of damage stability provisions in IMO instruments based on the probabilistic method for all types of ships" and that SLF 40, having included this item under the general heading "Harmonization of damage stability in IMO instruments (probabilistic method)", assigned to this item a low priority and adjusted the target completion date to 1998.

13.2 Having noted that no papers had been submitted to the session, the Sub-Committee discussed the item, in general, aiming at deciding on how the matter should be further pursued.

13.3 Following this discussion, the Sub-Committee concluded that the work on this issue would progress better after experience has been gained with the work on the development of the revised SOLAS chapter II-1 parts A, B and B-1 and agreed to continue the work on this item after the revision of SOLAS chapter II-1 parts A, B and B-1 has been completed and to select the item for the agenda of future sessions of the Sub-Committee. Meanwhile, the item will be kept in the Sub-Committee's work programme, with 3 sessions needed for its completion.

### **14 FEASIBILITY OF REGULATIONS FOR CARGO SHIPS OF LESS THAN 80 M IN LENGTH**

14.1 The Sub-Committee recalled that SLF 39, having developed subdivision and damage stability regulations for cargo ships of 80 m and upwards but less than 100 m in length, for inclusion in SOLAS chapter II-1 part B-1, had agreed that consideration should be given to the feasibility of such regulations for cargo ships of less than 80 m in length. Following discussion of the matter, SLF 40 referred the documents on the subject to the SDS Working Group for detailed consideration.

14.2 In the course of consideration of the report of the working group, the Sub-Committee noted that the group had agreed (SLF 41/5, paragraph 31) to the rationale of document SLF 40/4/7 (Russian Federation) that such regulations for cargo ships less than 80 m in length were not feasible. Having concurred with the group's conclusion, the Sub-Committee decided that no further action was required on the issue and deleted the item from the Sub-Committee's work programme.

### **15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 1999**

In accordance with the Rules of procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. T. Allan (United Kingdom) as its Chairman and Mrs. L. Zaharia (Romania) as its Vice-Chairman for 1999.

### **16 WORK PROGRAMME AND AGENDA FOR SLF 42**

16.1 The Sub-Committee noted that MSC 68 had included in the Sub-Committee's work programme the following new items:

- L.3 Development of a code on polar navigation, with 2 sessions needed for completion; and
- L.4 Recommendations for the installation of partially weathertight hatchway covers on



board containerships, with 2 sessions needed for completion.

16.2 With regard to the work programme item on "Development of a code on polar navigation", the Sub-Committee further noted that MSC 68 had decided that this item should be included in the provisional agenda of the first session following the preparation of the draft Code by the DE Sub-Committee and that it was envisaged that DE 41 would consider the draft Code (DE 41/10) with a view to determining the parts of the draft Code which should be referred to the relevant sub-committees for detailed consideration at their next session.

16.3 The Sub-Committee also noted that MSC 68 had approved a revised text of the Guidelines on the organization and method of work of the Committees and their subsidiary bodies (MSC/Circ.816), which included the Sub-Committee's agenda management procedure and, some modifications relating to the submission of documents, i.e.:

- .1 documents commenting on basic documents containing 4 pages or less should be processed if received by the Secretariat not later than 6 weeks before the opening of any session of the Sub-Committee; and
- .2 documents relating to work programme items not selected for the provisional agenda will be issued as information documents under the agenda item on "Any other business".

16.4 Taking into account the progress made at this session and the provisions of the agenda management procedure, the Sub-Committee revised its work programme (SLF 41/WP.3) based on that approved by MSC 68 (SLF 41/2/1, annex) and prepared a revised work programme and provisional agenda for SLF 42, as set out in annex 6. While reviewing the work programme, the Sub-Committee agreed to invite the Committee to:

- .1 delete the following work programme items as work on them has been completed:
  - .1.1 item H.1.1 - Explanatory notes for cargo ships of less than 100 m in length;
  - .1.2 item H.4.1 - Guidelines for shipboard loading and stability computer programs;
  - .1.3 item H.7 - Requirements for existing one-compartment-standard passenger ships carrying 400 persons or more;
  - .1.4 item L.2.2 - Feasibility of regulations for cargo ships of less than 80 m in length;
- .2 include the following new items in the work programme:
  - 2.1 item H.1.2 - Development of explanatory notes for the harmonized 2 sessions; SOLAS chapter II-1 parts A, B and B-1 (see paragraph 5.7)
  - .2.2 item H.6 - Amendments to the DSC Code: damage stability requirements for existing ro-ro passenger craft (see paragraph 10.3.1) 2000;

- .2.3 item H.7 - Guidance for shipboard stability management 2000;  
(see paragraph 3.7)
- .2.4 item H.8 - Interpretations of the 1966 LL Convention 1999;  
(see paragraph 6.6)
- .3 change the priority of the following work programme item from high priority to low priority and retain the item in the work programme as continuous item
  - .3.1 item H.6 - Review of the Intact Stability Code [L.5] continuous;
- .4 extend the target completion date of the following work programme items:
  - .4.1 item H.2 - Revision of technical regulations of the 1966 LL Convention, to and 2000;
  - .4.2 item H.4.2 - Guidelines for damage control plans, to 1999;
- .5 change the target completion date by the number of sessions needed for completion of the following work programme item:
  - .5.1 item L.2 - Harmonization of damage stability provisions in other IMO instruments, including the 1993 Torremolinos Protocol 3 sessions;
- .6 replace the number of sessions needed for completion by a target completion date, for the following work programme items:
  - .6.1 item L.3 - Development of a code on polar navigation 2000;
  - .6.2 item L.4 - Recommendations for the installation of partially weathertight hatchway covers on board container ships. 2000

The Committee is invited to approve the revised work programme and provisional agenda for SLF 42, set out in annex 6.

### **Arrangements for the next session**

16.5 The Sub-Committee agreed to establish, at its next session, working groups on the following subjects:

- .1 subdivision and damage stability;
- .2 revision of technical regulations of the 1966 LL Convention; and
- .3 revision of stability and load line aspects of the HSC Code.

16.6 The Sub-Committee recalled its decision to establish intersessional correspondence groups on:

- .1 subdivision and damage stability;
- .2 the revision of technical regulations of the 1966 LL Convention; and
- .3 the revision of stability and load line aspects of the HSC Code.

### **Dates of the next session**

16.7 The Sub-Committee noted that its forty-second session had been tentatively scheduled for the period from 8 to 12 February 1999.

## **17 ANY OTHER BUSINESS**

### **Location of the collision bulkhead**

17.1 As instructed by MSC 67, the Sub-Committee considered document MSC 67/19/10 (Ireland) wherein Ireland informed the Committee that on some ships the position of the forward perpendicular had been altered by the addition of a steel plate or very light steel structure between the stem and the bulbous bow, which altered the position of the intersection of the stem with the waterline thereby altering the position of the forward measuring point. In the case of such ships, it resulted in bulkheads and bow ramps, which in the first instance would appear to be wrongly located according to SOLAS regulation II-1/10 before these modifications, being deemed by Administrations to be correctly located. Being concerned about this, Ireland considered that such a practice was not within the spirit of SOLAS regulation II-1/10 and should be prohibited.

17.2 Having concurred with the opinion of Ireland and having considered the proposed draft interpretation (SLF 41/WP.2), the Sub-Committee agreed to a draft MSC circular on Interpretation of the position of the forward perpendicular for the purpose of SOLAS regulation II-1/10, set out in annex 7, for submission to MSC 69 for approval.

17.3 The Sub-Committee agreed that the SDS Correspondence Group should take the aforementioned interpretation into account in its work on the development of the revised SOLAS chapter II-1 parts A, B and B-1.

### **Analysis of damage cards**

17.4 The Sub-Committee had before it document SLF 41/INF.4 containing completed damage cards submitted by the United Kingdom. In this context, the Sub-Committee recalled its decision to keep the item in the work programme of the Sub-Committee and resume its consideration when a sufficient number of damage cards to undertake their analysis is received and that SLF 40 had underlined the need to continuously collect information on damages and stability casualties since this is the only possibility of further developing relevant IMO instruments on the basis of feedback.

17.5 Having noted the information provided by the United Kingdom, the Sub-Committee expressed appreciation to the United Kingdom for their contribution to the database and, having further noted that MSC 68 and MEPC 40 approved MSC/Circ.827/MEPC/Circ.333 on Reports on marine casualties and incidents - Harmonized reporting procedures, which contains, in annex 5, a new format for damage cards, invited Members to continue submitting damage cards using the format referred to in the aforementioned MSC/MEPC circular.

**Application of MSC/Circ.650 to existing cargo ships with freeboards being assigned from a higher deck**

17.6 The Sub-Committee noted information provided by IACS (SLF 41/INF.9) that in a contemplated case of an existing cargo ship with a freeboard to be re-assigned from a higher deck, IACS members will seek the decision of the flag Administration in all such cases, as and when they arise, as to whether a change in the freeboard deck would require that SOLAS regulation II-1/11.8 be applicable and whether the changes to the ship require the application of MSC/Circ.650 and consequently SOLAS chapter II-1 part B-1.

**IACS Unified Interpretation LL 50/Rev.2 - "Protection of crew"**

17.7 The Sub-Committee noted information provided in document SLF 41/INF.10 (IACS) that IACS had revised its Unified Interpretation LL 50 - "Protection of crew" (ICLL 1966 regulations 25(4), 26(2) and 27(7)) and that IACS members would use Unified Interpretation LL 50/Rev.2 when applying the relevant regulations of the 1966 LL Convention on behalf of authorizing flag Administrations thus complying also with resolution MSC.62(67) - "Guidelines for safe access to tanker bows", unless instructed otherwise by the flag Administration.

**18 ACTION REQUESTED OF THE COMMITTEE**

18.1 The Committee is invited to approve the report in general and, in particular, to:

- .1 adopt the draft MSC resolution on Adoption of amendments to the Code on Intact Stability for All Types of Ships Covered by IMO Instruments (paragraph 3.8 and annex 2);
- .2 adopt the draft MSC resolution on Extended application of the explanatory notes to the SOLAS regulations on subdivision and damage stability of cargo ships of 100 m in length and over (resolution A.684(17)) (paragraph 4.4 and annex 3);
- .3 note that the Sub-Committee, in order to proceed with its work on development of the revised SOLAS chapter II-1 parts A, B and B-1 agreed, in principle, to a draft outline thereof (paragraphs 5.8 and 5.9);
- .4 note the Sub-Committee's decision to discuss, at SLF 42, how the revision of the fishing vessel safety Code and voluntary Guidelines should be pursued and urge Members to take the necessary steps to bring the 1993 Torremolinos Protocol in force (paragraphs 7.8 and 7.10);
- .5 approve the draft MSC circular on Guidelines for shipboard loading and stability computer programs and instruct the Secretariat to annex these Guidelines to the Guidelines for the on-board use and application of computers, after the latter has been finalized and approved by the Committee for circulation (paragraphs 8.2 and 8.3 and annex 4);
- .6 note the progress made on the preparation of the draft Guidelines for damage control plans and instruct STW 30 to provide comments thereon and the Secretariat to convey the outcome of STW 30 on the issue to SLF 42 (paragraph 9.11 and annex 5);
- .7 note the Sub-Committee's decision regarding completion of its work related to the revision of stability and load line aspects of the HSC Code and instruct the Secretariat to convey the outcome of this work at SLF 42 to DE 42 (paragraph 10.10);
- .8 note the outcome of consideration of the application of new SOLAS regulation II-1/8-3 to existing one-compartment-standard passenger ships carrying 400 persons or more and take

action as appropriate (paragraphs 12.1 to 12.4);

- .9 approve the revised work programme of the Sub-Committee and the provisional agenda for SLF 42 (paragraph 16.4 and annex 6); and
- .10 approve the draft MSC circular on Interpretation of the position of the forward perpendicular for the purpose of SOLAS regulation II-1/10 (paragraph 17.2 and annex 7).

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